

Phase II and Phase III Project Cover Sheet

All information contained within the individual site database and inventory sheets is solely the work of the researchers and authors noted below. The data provided has been culled from the original site reports noted below and in many cases has been lifted directly from them with little or no editing. The database and inventory sheets are meant to serve as a synopsis of the report findings and a finding aid and are not intended to replace or republish the research of the authors noted below.

REPORT INFORMATION:

1984 Orr, K.G. and R.G. Orr
Revised Intensive Archaeological Survey with Preliminary Archaeological Reconnaissance of Feeder Roads and Adjusted Main Alignments of Maryland Route 2-4 from Maryland Route 264 to the Northern Approaches of the New Patuxent River Bridge.
Submitted to John E. Harms, Jr., and Associates, Inc.
Library ID No: 00000229 Catalog/Shelving ID: CV 11B

Research Firm/Institution:

Orr and Son, Consulting Archaeologists
Oxon Hill, MD 20021

Sites examined:

18CV175 Others

Project Details:

Phase I	<input checked="" type="checkbox"/>	Project Justification:
Phase II		This report describes the findings of a Phase I survey for the proposed realignment and dualization of the MD Route 2/4 corridor. The study area consisted of a roughly 17 km (11 mile) stretch of the route. Improvements to the roadway would result in significant impacts to any archeological resources within the project corridor. Because the highway project was publically funded, the SHPO requested that Phase I survey be conducted.
Phase III		

MAC Accession: 1980.010.001

Project Objectives:
-Locate and examine all areas of potential impact to archeological resources within the highway project corridor.

Research Potential:

See below for remaining research questions at 18CV175.

REPORT INFORMATION:

1987 Hurry, S.D., M. Kavanagh, and D.C. Curry
Archeological Reconnaissance and Testing: Maryland Route 2/4 Corridor, Calvert County, Maryland.
Submitted to the Maryland State Highway Administration
Library ID No: 00000250 Catalog/Shelving ID: CV 32

Research Firm/Institution:

Division of Archeology, MD Geological Survey
Johns Hopkins University
Baltimore, Maryland 21218

Sites examined:

18CV175 18CV217

Project Details:

Phase I	<input checked="" type="checkbox"/>	Project Justification:
Phase II	<input checked="" type="checkbox"/>	This report describes the findings of a re-survey (Phase I) of selected portions of the previously examined Maryland Route 2/4 corridor and subsequent Phase II testing of two identified resources. The study area consisted of a circa 17 km (11 mile) stretch of Maryland Route 2/4. A highway improvement project was underway calling for the realignment and/or dualization of the route, which would result in significant impacts to any archeological resources within the project corridor. Because the highway project was publically funded, the SHPO requested that Phase I survey be conducted. Surveys were carried out in 1974 and 1980, however, the SHPO questioned the sampling strategies employed and concluded that the survey coverage had been inadequate. Thus, the subject resurvey and subsequent Phase II testing were initiated in 1984.
Phase III		

MAC Accession: 1984.012-013

Project Objectives:
-Locate potentially significant archeological sites that might have been overlooked during previous investigations of the highway corridor.
-Assess the eligibility of identified resources for listing on the NRHP.

Research Potential:

While 18CV175 has reasonably good integrity, there are many examples of far better preserved 19th century sites in Calvert County. Taken together, the integrity, research potential, historical significance, and the site scarcity suggest that 18CV175 is not a significant site under criteria for listing on the National Register. Additional archeological research at the site was not recommended and the site may have been destroyed during construction of the improved highway.

In general, The Johns Creek Cabin site (18CV217) was found to be a significant archeological resource, eligible for the National Register, based on its representativeness of a relatively rare, yet culturally important, entity: the 19th century country store. Nonetheless the Phase II testing sufficiently addressed the site's research potential and no further work was recommended. The highway project moved forward and, consequently, the site may have been destroyed.
